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SUPPLEMENT TO  
REPORT NO. 25X1X

1. Warnowmuende: Two dry docks are being erected in the area of the former Arado-Werke for the Warnow Werft, presumably capable of handling ships up to 4,000 tons.
2. The CONDILLERA, HANSA, and DER DEUTSCHE (ASIA) which are under repair were towed to the Warnow Werft from Antwerp. Their motors and auxiliary engines were removed and sent to the SAG AmO (Maschinenfabrik Buckau R. Wolf A.G.) Magdeburg, for overhauling. The ASIA successfully completed its trial runs in February 1950 and left the docks in May after the remaining repairs had been completed. The HAMBURG is now being repaired at the Warnow Werft, and a 3,000 ton steamer is being built there for the Finns.
3. The yards suffer chronically from lack of material, above all the necessary quantities of wood and metal. What cannot be procured in Western Germany is ordered from the USSR. In 1946 and 1947, when the yard was still building 18 meter cutters, no suitable motors were available and high-speed motors, mostly Italian Mazarattis, were used instead.
4. The turnover quota of the Warnow Werft amounts to 33 million East Marks for 1950. The yard formerly had an average yearly turnover of between 2½ and 3 million marks. There are 5,500 persons employed and the number is constantly growing.
5. Topps, the present director, has been named head of five other People's-owned shipyards in addition to the Warnow Werft, presumably as an official of the Association of People's-Owned Shipyards in Rostock.
6. The long-planned wall around the shipyard is not yet completed. It has several watch towers. Security service in the yard is performed by yard personnel. It is supposed to become part of the People's Police force but the security personnel are against the change. Officials of the SED supervisory service frequent the yard. Their activity is kept highly secret.

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CENTRAL INTELLIGENCE AGENCY

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7. There are few Soviet military personnel in Warnemuende. Soviet military personnel occupy the middle mole in the harbor; there is a Soviet Navy salvage crew which has two vessels and is often at sea; and a small group of Soviet naval personnel at the former German naval air base. The latter are said to be engaged in intelligence activities and the part of the airfield on which they are located is not open to Germans although the rest of the field is. In fact many German families, mostly those of workers at the shipyard, live there. There are scarcely any Soviet families in Warnemuende. The inhabitants say that the number decreases with each political crisis.
8. There are few Sea Police in Warnemuende. There are a good many Waterways Police, however. Waterway Police units occupy the two moles alongside the harbor entrance. They have two vessels, former German wartime fishing cutters (KFK).
9. The beach west of the entrance to the harbor was formerly partly closed off but is now open to the public. No fortifications or other military installations are to be seen along the coast. Airplanes are rarely noticed in Warnemuende. The ferry between Warnemuende and Gjedser is in operation.
10. Sometimes two Soviet minesweepers, painted black, discharge Soviet soldiers during the night in Warnemuende Harbor. This has been observed on several occasions and apparently has to do with furlough traffic.
11. Rostock: The fairway between Warnemuende and Rostock is now only five miles long. There is a brisk traffic between the two places, mostly of Scandinavian vessels. Soviet commercial vessels are seen less often. Soviet naval ships are often seen on their way to Rostock, presumably en route to the Neptun Shipyards. German-type speedboats, mine sweepers, and torpedo boats with one stack have been identified. On one occasion submarines were seen to go to Rostock and return. It is rumored among the population that submarines are being built in Rostock.
12. Wismar: The People's-Owned Shipyard is being greatly enlarged. Its size will correspond approximately to that of the yard at Warnemuende. It is used primarily for heavy repairs.

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